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DEPARTMENT OF THE NAVY

USS CIMARRON (AO 177)
FPO SAN FRANCISCO 96662-3018

IN REPLY REFER TO:

5750
PAO/Ser 036/93
24 Feb 1993

From: Commanding Officer, USS CIMARRON (AO-177)
To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY, 1992

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command Composition and Organization
(2) Chronology of Events
(3) Narrative: The Year in Review
(4) Listing of Most Recent Major Inspections
(5) Retention Performance
(6) Overall Training Readiness / Supply Effectiveness
(7) Ship's Roster
(8) Family Gram
(9) Ship's Photograph
(10) Executive Officer's Biography
(11) Executive Officer's Photograph
(12) Commanding Officer's Biography
(13) Commanding Officer's Photograph
(14) Welcome Aboard Pamphlet
(15) Cruise Book From Western Pacific Deployment 1990

1. In accordance with reference (a), enclosures (1) through (15) are submitted.
2. Point of contact is LTJG (b) (6) USN, phone; Commercial (808) 471-9357

D. S. Gernes
D. S. Gernes

COMMAND COMPOSITION AND ORGANIZATION

The mission of USS CIMARRON is to transport bulk petroleum products from shore depots to AOE's, AOR's, and AO's, effecting delivery underway, including consolidation; to deliver bulk petroleum products to combatants and support forces underway; and to deliver limited fleet freight, mail and personnel.

CIMARRON's immediate superior in command is Commander, Naval Surface Group, Middle Pacific, RADM W. A. RETZ, headquartered in Pearl Harbor, Hawaii. CIMARRON conducted a change of homeport on 301619Z MAR 1992, from Avondale, Louisiana, to Pearl Harbor, Hawaii. Avondale Shipyard, Louisiana, was the site of her year-long conversion, or jumboization, which began in August of 1991. When not deployed with a battle group, CIMARRON's tasking varies from training/refueling operations in the Hawaiian operations area to various battle group exercises/taskings in the California operations area. CIMARRON is commanded by CDR Deborah S. Gernes.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Supply and Navigation/Administration. Her crew consists of approximately 16 officers and 195 enlisted men and women.

Enclosure (1)

Chronology Of Events for 1992

01JAN-05JAN 92 - HOLIDAY LEAVE/UPKEEP PERIOD AVONDALE LA
20JAN-22JAN 92 - CREW MOVE ONBOARD
31MAR-31MAR 92 - SECOND INCLINE
11MAY-11MAY 92 - MACHINERY SPACE TURNOVER
08JUN-10JUN 92 - LIGHT OFF EXAMINATION
23JUN-23JUN 92 - INPORT INSURV
25JUN-25JUN 92 - FAST CRUISE/CREW CERTIFICATION
02JUL-02JUL 92 - DOCK TRIALS
07JUL-10JUL 92 - SEA TRIALS
31JUL-31JUL 92 - DELIVERY/DEPART AVONDALE LA
06AUG-06AUG 92 - TRANSIT PANAMA CANAL
08AUG-08AUG92 - OPCON: CINCPACFLT
09AUG-09AUG92 - "CROSSING THE LINE" CEREMONY AT LAT 00.00 LONG 085 45W
14AUG-17AUG 92 - PORT VISIT: ACAPULCO MX
24AUG-31AUG 92 - PORT VISIT: ALAMEDA CA : TRNG AVAIL
04SEP-13SEP 92 - PORT VISIT: BREMERTON WA
08SEP-11SEP 92 - INPORT UNREP SHIP QUALIFICATION TRIALS:
ASSIST SHIP USS CAMDEN
14SEP-18SEP92 - UNDERWAY UNREP SHIP QUALIFICATION TRIALS: EASTPAC:
ASSIST SHIP USS CAMDEN
24SEP-24SEP 92 - RETURN TO HOMEPORT: PEARL HARBOR HI
01OCT-19OCT 92 - UPKEEP R-AVAIL
20OCT-22OCT 92 - LOGSVCS: MIDPAC: MEFEX 92-5
21OCT-21OCT 92 - UNREP USS REID: DFM
05NOV-05NOV92 - UNREP USS TISDALE: DFM
13NOV-16NOV 92 - LOGSVCS: MIDPAC TARAUA ARG
15NOV-15NOV 92 - UNREP USS TARAUA, USS FORT FISHER, USS OGDEN: DFM/JP5
18NOV-20NOV 92 - CART II (CNSG MIDPAC) / COMMAND INSPECTION
30NOV-04DEC92 - CART II (ATG) / TRE
07DEC-11DEC 92 - SUPPLY MANAGEMENT ASSIST
17DEC-31DEC 92 - HOLIDAY LEAVE/UPKEEP PEARL HARBOR HI

Enclosure (2)

NARRATIVE: 1992 The Year in Review

MISSION EFFECTIVENESS

CIMARRON has demonstrated a capability beyond that outlined by its Required Operational Capabilities (ROC). CIMARRON has four fully qualified rig teams and a complete aviation operations and refueling team which are capable of conducting simultaneous two-sided underway connected replenishment and helo operations. CIMARRON has consistently demonstrated the ability to provide and sustain this level of capability in actual battle group operations. Throughout an often grueling conversion period, CIMARRON sailors paid aggressive attention to tank cleaning and fuel quality. As a result CIMARRON was judged to have the cleanest fuel of any AOJ and aviation fuel quality tested satisfactory the first time. During this period, no ongoing UNREP evolution was ever cut short by rig failure of any kind.

MISSION READINESS

CIMARRON has fulfilled her primary mission to provide logistics support to fleet units. Despite an extended conversion period and compressed training cycle, CIMARRON successfully completed UNREP Ship Qualification Trials as well as virtually all CORE/BASIC Fleet Exercises to achieve M3 Status in overall readiness. CIMARRON is fully mission capable to successfully carry out all assigned missions. During this competitive cycle, CIMARRON refueled 44 U.S. and Allied ships. Additionally, CIMARRON has provided stores, spare parts, food, oil and mail to fleet units via connected replenishment and helos. With a certified flight deck and a helo refueling capability, CIMARRON has conducted over 100 safe flight operations with Navy, Marine Corps, and Army helicopters. CIMARRON has consistently strived to provide customer support service whenever and however tasked.

MILITARY SMARTNESS

CIMARRON crew is proud of their ship, its mission, and welcomes the opportunities to demonstrate that pride. Visitors to CIMARRON, most notably the Chief of Naval Operations and the two previous Master Chief Petty Officers of the Navy, have praised CIMARRON for her outstanding appearance. CIMARRON sailors have been professionals on and off duty. Throughout this competitive cycle, CIMARRON has not had a single liberty incident nor had any personnel brought back by shore patrol. CIMARRON carried this proud tradition abroad in her August 1992 visit to Acapulco MX where the Commanding Officer and Executive Officer were hosted by the Commander in Chief of the Mexican Pacific Fleet. CIMARRON has been an active participant in both the MIDPAC Host Ship Program and Sister Ship Program while inport Pearl Harbor. CIMARRON hosted the CFAV ENDEAVOR in Oct 92 and is assigned Sister Ship to both USS CHOSIN and USS WILLAMETTE. CIMARRON has generously provided volunteers for such local events as the Pearl Harbor Memorial Day and the Kauai Clean-up Campaign. During Surface Line Week, CIMARRON also fielded several sports teams. CIMARRON carolers (as well as Santa's feet sticking out of the stack) received high praise for their participation in the 1992 Christmas Light competition.

OPERATIONS

From Aug 91 to July 92 CIMARRON underwent conversion in Avondale Shipyards where she was fitted with a new midbody. Hundreds of maintenance and repair jobs were completed, allowing CIMARRON to continue to meet and exceed her required tasking. Outstanding work package preparation facilitated the maximum number of jobs accepted and completed as well as in excess of 1 million dollars in growth work. All major milestones were met and CIMARRON left with the most complete and quality installation of any AOJ thus far. Effective shipwide training and irrepressible CIMARRON Can-Do Attitude were integral to the successful completion of LOE and Crew Certification. LOE inspectors noted CIMARRON had the finest DCTT ever before seen. Upon departure Avondale Shipyards, CIMARRON transited the Panama Canal and made three port visits enroute Pearl Harbor HI. CIMARRON successfully navigated four challenging sea details for the first time without incident, received high praise for performance in UNREP SQT's and achieved M3 status overall. Since October 92, CIMARRON has resumed duties as MIDPAC Duty oiler providing logistic support to 6 ships including the TARAWA ARG. In November 92, CIMARRON entered the first phase of her Tailored Ship Training Availability (TSTA) with Afloat Training Group (ATG) MIDPAC breaking new ground in what COMTHIRDFLT has referred to as an "iterative" training process.

SAFETY

Safety is a number one priority on CIMARRON. Because of the high state of readiness and ongoing training programs, CIMARRON has operated during this competitive cycle in an active accident prevention atmosphere. Constantly stressing safety awareness and procedures, CIMARRON has had NO Class A Mishaps nor Class B Mishaps.

PERSONNEL AND ADMINISTRATION

CIMARRON has been the leader in setting the example and establishing standards for the implementation of the Women-At-Sea Program. Fleet support to PACEX units remained at the highest quality levels and CIMARRON was continuously complimented by PACEX units for demonstrated professionalism and quality service to the fleet. Women comprise 33 percent of the ship's company and 50 percent of the wardroom and are fully integrated in all operations.

COMMUNITY SERVICE

During the competitive cycle, CIMARRON participated in two Combined Federal Campaigns which netted 14,891 dollars in total contributions. In virtually every fund drive, the crew's overwhelming response has allowed CIMARRON to exceed the expected contribution for a crew of her size. CIMARRON was awarded the Gold Award for her achievement in the 1992 Combined Federal Campaign. Prior to departure from Avondale Shipyards, CIMARRON arranged for the pickup of 3275 lbs of Project Handclasp material for transport to Acapulco Mexico in conjunction with a community service project. Well over a fourth of the crew volunteered their services. Since her return to Pearl Harbor, CIMARRON has activated the Adopt-A-School Program which will be rewarding for both CIMARRON and the Hale Keiki elementary school. These commendable successes were the direct result of the generous attitude and genuine pride displayed by the CIMARRON's crew and reflect CIMARRON's high morale and willing readiness to assist others.

QUALITY OF LIFE

CIMARRON spent hundreds of man-hours in Habitability Improvements throughout conversion in Avondale LA and has received high marks for her Welfare and Recreation Programs. Many large scale improvements have been undertaken to maintain the high quality living accommodations CIMARRON is noted for.

The ship's gym was completely renovated by volunteers and the ship added one Lifecycle and one Liferower, maximizing on existing space and improving overall comfort for users. An alternative location for additional aerobic equipment, two Lifecycles and one Stair Master, was capitalized upon outside the ship's Supply Storeroom. New furniture including TV's, VCR's and pictures were purchased for all berthing lounges. An innovative overhead bicycle storage system was installed on the forward main deck and two ship bicycles were obtained for crewmembers' use. A basketball playing area complete with hoop was put in place on the forward Rig deck. Highlights of the Quality Of Life Programs include discount movie tickets for Consolidated Theaters, monthly rebates of up to \$40.00 for recreational activities, diving classes held onboard, several ship picnics, an annual Dependents Cruise to a neighboring island, and an annual Keiki Christmas party.

PARTICIPATION IN INPORT AND AT-SEA EXERCISES

While CIMARRON was inport, every effort was made to participate in any available training, including MIDPAC Training Days. During at-sea periods, training opportunities were seldom missed. Mutual training was conducted between CIMARRON and many other ships deploying to or returning from the Persian Gulf. Enroute Pearl Harbor from Avondale LA every opportunity was made to exercise all rig teams, bridge teams and radio and CIC watch sections. In conjunction with the Afloat Training Group, CIMARRON has begun her Tailored Ship Training Availability (TSTA) and has been available for training services to all other ships.

MOST RECENT MAJOR INSPECTIONS

1. 3M Inspection
Date last conducted: 21 Jun 91
Overall grade: SATISFACTORY/83%
Summary: Operations 88 %
Deck/Weapons 75 %
Engineering 81 %
ER09 93 %
2. OPPE
Date last conducted: 6 Dec 89
3. Supply Management Assessment (SMA)
Date last conducted: 28 Jun 91
Summary: Level of Knowledge EXCELLENT
Sustainability EXCELLENT
Accountability EXCELLENT
Crew support EXCELLENT
4. ISIC Command Inspection
Date last conducted: 18 Nov 92
5. Legal Affairs Management
Date last conducted: 18 Nov 92
6. Material Assessment
(No Material Assessment current competitive cycle)
Date last conducted: 10 Jan 86
7. NAVOSH Management Evaluation
Last date conducted: 21 Dec 92
8. Personnel Qualification Standards Evaluation
Last date conducted: 10 Nov 92
9. Navy Postal Inspection
Last date conducted: 26 Apr 90
Scheduled Feb 93
10. CMS Inspection
Last date conducted: 30 Nov 92
Grade: Satisfactory
11. Physical Security Inspection
Last date conducted: 18 Nov 92
12. Recreation Fund/Special Services Inspection
Last date conducted: 8 Dec 92
Grade: 94%

Enclosure (4)

13. Disbursing Review
Last date conducted: 18 Jan 91
Grade: 1.9, Satisfactory
Scheduled 2nd Qtr 93 - Short Notice
14. Diesel Engine Inspection
Last date conducted: 7 May 92
15. Aviation Readiness Evaluation
Last date conducted: 21 Dec 92
16. CSRT
Last date conducted: 16 Mar 90
17. Shipboard Explosive Safety Inspection
Last date conducted: 24 Aug 89
Scheduled Jan 93
18. Medical Readiness Evaluation
Last date conducted: 18 Nov 92
Grade: C-1, Fully Ready
19. Environmental Health Survey
Last date conducted: 2 Nov 92
Grade: Satisfactory
20. UW Hull Groom/Sonar Dome Groom
Last date conducted: 15 Dec 89
21. SSRNM
(No SSRNM conducted during current competitive cycle)
Last date conducted: 16 Oct 87
22. Industrial Hygiene Survey
Last date conducted: 2 Feb 90
23. Integrated Logistics Overhaul
Last date conducted: 13 Jun 92
24. Aviation Certification Inspection
Last date conducted: 21 Dec 92
25. UNREP Equipment Test (Concurrent UNREP SQT's with USS CAMDEN)
Last date conducted: 18 Sep 92
Grade: All Unrep Stations Fully Operational
Rig Teams Proficiency Highly Satisfactory
26. Tempest Certification
Last date conducted: 16 July 92
27. Combat Systems Overhaul Review
(No C/S Overhaul Review conducted current competitive cycle)
Last date conducted: None

28. Crew Certification
Last date conducted: 25 Jun 92
Grade: Crew sufficiently trained and prepared to effectively and safely operate the ship.
29. Navigation Check Ride
Last date conducted: 20 Oct 92
Grade: Satisfactory
30. Dental Readiness Evaluation
Last date conducted: 13 Oct 92
Grade: C-1
31. Main Propulsion Steam Generation
(No Main Propulsion Steam Generation conducted current competitive cycle)
Last date conducted: 25 Jun 88
32. Command Assessment of Readiness and Training II/Training Readiness Evaluation (CART II/TRE)
Last date conducted: 30 Nov 92
33. INSURV/Material Inspection (Restricted to new midbody)
Last date conducted: 24 Jun 92
34. Boiler Inspection (1A)
Last date conducted: 5 Mar 92
35. Boiler Inspection (1B)
Last date conducted: 4 Mar 92
36. ISIC Engineering Readiness Assessment
Last date conducted: 1 Dec 89
Scheduled: 4-6 Jan 93
37. PRAV Phase I and II Base Line
(No PRAV Phase I and II Base Line conducted current competitive cycle)
Last date conducted: 24 Apr 87



DEPARTMENT OF THE NAVY

USS CIMARRON (AO 177)
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IN REPLY REFER TO:
24 August 1992

Dear CIMARRON Family and Friends,

This is the last message from New Orleans! The hardships of life in the shipyard are almost a memory, and we will be on our way south on the 31st of July bigger and better than ever.

We've all been incredibly busy since you last heard from me and we've successfully passed quite a few milestones. Light off examination went well, and the boilers were lit off shortly afterwards for steam testing. While the engineers worked on the plant, Deck department was busy testing all of the fueling stations and rigging the new cargo gear. Supply loaded huge amounts of parts and material onboard and Operations updated charts, planned the schedule, and tested communications and electronic gear.

Sea trials were highly successful, and the propulsion plant met every challenge and test. The first trip down the Mississippi was fascinating and the weather couldn't have been better.

This is a hectic time of making final preparations for the voyage home. Everyone is excited about the trip southward to the Panama Canal. We'll be conducting training, assembling our underway replenishment gear, doing some preservation, and just learning to live at sea again. After we make our way through to the Pacific, we'll be headed down to the realm of King Neptune at the Equator - where we'll make trusty shellbacks of all the pollywogs onboard. Next stop - Acapulco, Mexico for a few days of R and R. We'll also be delivering some loads of Project Handclasp material which is food, clothing, and personal articles for the poor. Our Mexico trip will also be an opportunity for crew members to volunteer their time to help those in need and sample another culture first hand.

After the port visit, it's back to work through the Golden Gate to San Francisco where we have a great deal to do in a short time. Ammunition handling teams will be trained as well as fuel and cargo rig handlers. We'll also be doing some live firefighting training. Although we'll be busy, I'm sure we will find the time to see the sights in San Francisco.

With training and onloads completed, we'll head up to Bremerton in Washington State for the final share of our underway replenishment training. The USS CAMDEN (AOE-2) will assist us as we test every rig both inport and at sea.

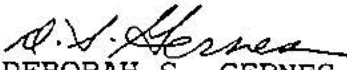
Finally CIMARRON will be on her way home to Hawaii. We should be sailing into Pearl Harbor in late September.

In the meantime many families are moving back to Pearl and getting settled in housing. Many thanks to our terrific Ombudsman (b) (6) and MSI (b) (6) for all their assistance in helping people to find their way around the island and get established.

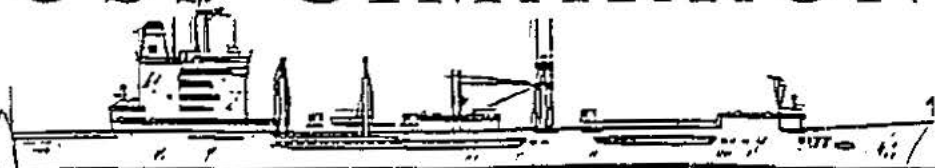
As we pass into this final phase of our preparation to return to the fleet and many of us are again separated from our families, remember that we need and cherish your support. The most important words of the day for any sailor are "MAIL CALL", and communication from friends and loved ones means a great deal.

My sincere regards to all of you. I am looking forward to meeting you in Pearl Harbor. See you in Hawaii!

Sincerely,


DEBORAH S. GERNES
CDR USN
Commanding Officer

USS CIMARRON (AO-177)



Family Gram

CIMARRON SAILS HOME

(Bridge City, LA) After a year long conversion or "jumboization," USS CIMARRON (AO-177) is finally returning home to Pearl Harbor.

"Going home? I love it. It's good to be out of here," remarked BT1 (b) (6) with a huge smile.

"It will be a lot cooler there," quipped EN1 (b) (6) with a sigh, obviously tired of the New Orleans humidity.

"It's about time. We should have been out of here a long time ago," said MMC(SW) (b) (6).

Others were not as anxious to leave cajun country. Several crew members, including MM3 (b) (6), left family members behind as the new CIMARRON untied from Wet Dock One for the final time.

"After Charleston, New Orleans was my favorite homeport," remarked MM1 (b) (6). The nightlife, cuisine, and incredible jazz concerts were certainly enjoyed by all.

Morale is finally starting to pick up as the light at the end of the tunnel shines brighter and brighter.

Executive Officer's Greetings

As we go to press, there are indeed momentous changes taking place for the CIMARRON family. For several months, many crewmembers have defined happiness as "Avondale in our rear view mirror." And now we have that goal within our grasp. Since the last familygram, we have completed a highly successful Light-Off Exam and the smoothest sea trials of any ship to undergo jumboization. These events once again pointed up what you already know--CIMARRON sailors match up well against any in the world! In spite of 20 hour workdays that featured 95/95 heat and humidity readings, the crew prevailed, and did it with style. They

Although all shipyard periods are difficult for crewmembers, few crews will undergo what the men and women of the CIMARRON class of fleet oilers had to endure.

After being cut in half in less than one week, a 100 foot midsection was added and the entire structure was then welded together again. During three painful months in drydock, the crew lived and worked without air conditioning, plumbing, or ship's lighting.

The crew survived sweeping (and shoveling) sand blasting grit for over six hours a day. They endured wearing respirators and eye goggles because of the constant paint and blasting grit in the air.

It was a time of festivals and frustrations, Mardi-Gras and major inspections. It was a time most crewmembers would not like to repeat, but none will soon forget.



have my complete respect and admiration.

At the same time, many of you were facing another difficult task, an unaccompanied move halfway around the world. The hardship this places on families can be severe, but as the Captain mentioned, there are

(please see XO's Greetings, page 4 col. 1)

The Woman in Command of CIMARRON

(Avondale, LA) CIMARRON made history last November, becoming the first Commander-Command to boast a woman CO.

CDR Deborah S. Gernes became the 7th Captain of AO-177, relieving CDR Eric B. Shaver, who assumed command



of CIMARRON in December, 1989.

CDR Gernes is a native of (b) (6) and a graduate of U. Mass (B.S. in Zoology). After serving for 3 years as a Research Assistant in the Department of Molecular Biology at Harvard University, she entered the Navy in 1974.

Her initial tour of duty was as (see New CO, page 4, col 2)

Onboard This Family Gram.....

Department	Page	Department	Page
Captain's Greetings	2, 3	Supply Department	10
XO's Note	1	Nav/Admin Department	11
Engineering Department	5, 6	Smiles and Scowles	4
Operations Department	7	Upcomming Events	12
Deck Department	8, 9		

XO's Greetings

(Continued from pg 1)

people in place in Hawaii to help - use them.

We now begin an exciting two months in the life of CIMARRON. Transit of the Panama Canal and crossing the equator are two "once in a lifetime" events even for lucky sailors, and we will enjoy both within two days. After that, visits to Acapulco, San Francisco, and the Pacific Northwest will begin to fulfill the dream many of us signed up for--to see the world. After testing our underway replenishment gear in the Northern Pacific, we will make a joyous return to those of you living in paradise.

So it's a busy time for us--getting our sea legs back and learning the art of being sailors. But as I have seen time and time again over the last year, your CIMARRON sailors are more than equal to the challenge. You're in our thoughts always, thanks four your continuing support, Aloha and see you 25 September!

Editors note: CIMARRON's Executive Officer, LCDR Bert Brown, was born in (b) (6)

(b) (6). He graduated from the University of Colorado in 1978 and received his commission through the NROTC program.

His sea assignments include duty as Operations Officer in USS CONQUEST (MSO 488), USS Mauna Kea (AE 22), and USS SACRAMENTO (AOE-1).

Significant shore tours include duty on the staff of Commander, Naval Surface Fleet, US Pacific Fleet, and CINCPAC. He is a graduate of the United States Army Command and General Staff College, receiving a Masters of Military Arts and Science Degree.

LCDR Brown's Awards include the Defense Meritorious Service Medal and Navy Commendation Medal (2 Awards).

LCDR Brown is married to the former (b) (6) of (b) (6). They have two sons, (b) (6).

New CO

(Continued from pg 1)

Oceanographic Systems watch Officer and Maintenance Officer at U.S. Facility, Bermuda, with follow on duty as Evaluation Center Training Coordinator at Naval Ocean Systems Center, San Diego, CA.

Among the first women to be assigned to shipboard duty, Commander Gernes attended Surface Warfare Officers School (SWOS) in Coronado, and was designated a Surface Warfare Officer in 1980.

Her sea assignments have included duty as Operations Officer and Navigator in USS VULCAN (AR 5), Chief Engineer in USS HECTOR (AR 7), and Executive Officer in USS CAPE COD (AD 43).

Commander Gernes holds a Master of Science degree in Computer Systems Management from the Naval Postgraduate School in Monterey, and is a subspecialist in information Systems. She has been awarded the Meritorious Service Medal, Navy Commendation Medal (2 awards), Navy Achievement Medal, and various expeditionary and service awards.

She has most recently been assigned to Surface Warfare Officer's School Command Department as an instructor.

CIMARRON SMILES & SCOWELS

(Or, How do we really feel?!)



To the Engineers for a spectacular Light-Off Exam!



Being in Port for almost a year.



Separation from families during a long 2 month transit.



To all the new, trusty SHELLBACKS !!



To Deck Dept's preservation of the rig & jungle decks!

Conversion Specifications

(They did ~~what~~ to your ship?!!!!)

During the past 12 months, CIMARRON went through one of the most ambitious modifications made to a ship since World War II.

What? "Jumbo-i-zation", "AO177 Jumbo", or "The Conversion."

Why? When the CIMARRON class of fleet oilers was first funded by Congress in the late 1970s, there was not enough money in the Navy budget to build as large a ship as the fleet required.

Congress agreed to fund construction of the original CIMARRON with the promise to fund a conversion to increase her size several years later. (Little did Congress realize that with inflation, the poor 1990s economy, the project cost much more than if it had been built larger in 1979.)

Who? Avondale Industries Int'l, who built the original class, starting with our AO177 in 1989, were awarded the contract to jumboize the class.

What was done to CIMARRON?

The following is only a partial list of the modifications:

- 100' midbody adding 2 million gallons of additional cargo fuel capacity and three large Ammunitions storage rooms with a 15,000 lb capacity cargo elevator.
- 2 STREAM (Standard Tensioned Replenishment Alongside Method) Rigs for dry stores transfer at sea.
- A 2nd Emergency Diesel Generator.
- 4 additional fire and flushing pumps, and 2 more eductors.
- A 3rd A/C Unit for the midbody.
- A new propeller with 7 blades vice 5 blades.
- 3 Electric and 3 Diesel powered Forklifts each able to lift 6,000 lbs.
- A modified Cargo Control Console which will increase the automation of fuel delivery for added efficiency!

Engineering Department

Boiler Technicians Steaming, and Happy!!

(Avondale, LA) B-Div has been extremely busy toward the end of jumbolization, beginning with preparations for LOE (which we passed without any major deficiencies).

The three days following LOE were spent getting reacquainted with the families that had patiently waited, during the past three months, for our eternal work days to end.

Everyone enjoyed a huge picnic at Bayou Segnette State Park, and the respite of two days off in a row.

Before anyone got too used to the relaxation, steam testing began. Proving more frustrating than anticipated, several safety valves on the boilers had to be reset more than once. Nonetheless, when the plant came up on the line, and the ship generated its own power, our spirits were raised, knowing that it brought us one step closer to leaving Avondale.

The Boiler Technicians were once again in the spotlight during Dock Trials and the week-long Sea Trials and were once again praised for their sterling performance.

Some specific accomplishments since the last familygram include:

•BT1 (b)(6) attended the career counselor school in Norfolk, Virginia, and replaced NCC (b)(6) as the ship's career counselor.

•BT1 (b)(6) reported onboard 28 FEB 92 from NACU Dallas TX..

He then received the Navy Commendation Medal and was selected as Cimarron's Sailor of the Quarter for the Second Quarter of

92. Talk about a fast start!

•BT1 (b)(6) received a Letter of Appreciation for his performance while at sup-ship (b)(6)

•BT2 (b)(6) was selected as CIMARRON's Senior Sailor of the

Month for February 92.

•BT2 (b)(6) married BT3 (b)(6) on 25 January 92.

Several days later, she departed for "C" school in Norfolk, Virginia.

•BT3 (b)(6) reported onboard 28 February 92 from the USS WHIPPLE and, after arrival, received the National Defense Service Medal and the Southwest Asia Service Medal with a bronze star.

•BT3 (b)(6) returned from ILO in Florida and was recently "CAPped" to BT2. Kudos!

•BT (b)(6) BT3 (b)(6) and BT3 (b)(6) all received Letters of Appreciation for the part they played in preparing the log room for crew move aboard.

•BT3 (b)(6) departed the Navy to go to school in Idaho. We have just received a letter from him informing us he is buying a bulldozer. Way to go (b)(6)!

All in all B-div has been very busy in the last 6 or 7 months. We've worked hard and are ready to come home, finally!

shipyards are coming to an end. Many long hours and late nights have paid off as we prepare for the transit back to Pearl Harbor, Hawaii.

In order to complete our time in the yards, there were tasks

to be done and requirements to be "A" division played a very important part in this period. First of these events was "A" division's Emergency Diesel Generator inspection. Next was LOE (Light Off Examination) which took us into sea trials. Each of these events were a success due to many hours of practice, training, and everyone working together. If just one of these events was not passed or completed it would have caused a delay. Instead, USS CIMARRON crew proved to be ready to return to sea. The inspectors were impressed and the command was proud.

Welcome-Farewell

As being a part of "A" Division, we see crew members come and go, but we must learn to continue our excellence even when our leaders and valuable members have gone. Nevertheless, we have received new crew members who are ambitious and eager to learn. We would like to welcome to "A" division: MM1 (b)(6) MM3 (b)(6) MM3 (b)(6) and ENFN (b)(6)

Also new to our division, but not new to USS CIMARRON, welcome to MM1 (b)(6) who has transferred from "M" Division. Returning to "A" Division is FN (b)(6)

We would like to say farewell to MM2 (b)(6) who will finally get the AC&R code and the carrier he always wanted. MM1 (b)(6) will be a successful civilian as will FN (b)(6) who is off to start the Police Academy in Colorado. Good Luck!!!

(b)(6) Congratulations to FN (b)(6) who will be advanced to MR3 on 16 July!!!

Once Again, good job to the "A" Gang Crew!!

AUXILIARIES DIVISION

Thanks to the dedication and hard work of the CIMARRON crew our time at Avondale

Electrical Division "Wired" For Transit

(Avondale, LA)

Well, here we are again, ready to tell you about how hard the E-Division "Sparkys" have been working and how outstanding our achievements have been. Fortunately for us, others recognize and reward our efforts.

What have we been doing? After spending countless liberty hours preparing the ship for LOE, it seemed as if gremlins were popping up everywhere. The battle against pesky problems proved long and exhausting, but the Electricians and Interior-communicationsmen finally finally won.

After words of praise from the Propulsion Examining Board (LOE inspectors), it seemed as though we would finally catch up on sleep and liberty. Oh contraire! The work of E-Division is never done, as we found before, during, and after Sea Trials where sleep was a rare privilege and hard work the norm.

With Sea Trials behind us and another tough month preparing for departure, E-Division was again in the spotlight...And again, we shined!

E-Division welcomed quite a few new and talented sparkys to our ranks. Our hardest "hello" and lasting friendship is extended to our new comrades:

•EM2 (b) (6) took over expertly as the new EE01 (Electricians) Leading Petty Officer.

•EM2 (b) (6) joined EE01 after transferring from the USS HAROLD E. HOLT.

•IC3 (b) (6) reported aboard from the Philippines to join EE05 (IC Shop).

•ICFN (b) (6) joined E-Division as a striker from A-Division. He's sure to become an outstanding IC.

•ICFN (b) (6) rejoined EE05 after completing a tour as Mess Attendant in Supply Department.

•ICFR (b) (6) is still serving his shipmates as a Mess Attendant and we hope to have him back very soon.

•EMFN (b) (6) reported to EE01 from the USS HOLT.

Unfortunately, as often as we welcome new shipmates, we must also say "Good-Bye" to old and dear friends. We wish all our departing sparkys fair winds and following seas:

•EM2(SW) (b) (6) transferred to NTC San Diego for a well earned tour of shore duty as a BOOST instructor. Petty Officer (b) (6) was CIMARRON's 1991 Sailor of the Year.

•EM3 (b) (6) separated to start a new life as a civilian.

•EM2 (b) (6) and EM3 (b) (6) also separated from the Navy.

Awards are a big part of life in E Division. The entire division is proud whenever one of our own wins an award, or accomplishes a personal goal. We each share in our shipmates' happiness.

•IC1 (b) (6) was selected as Sailor of the Quarter. He and his wife (b) (6) also had a beautiful son, (b) (6). (b) (6) says he's even eating cereal now.

•EM3 (b) (6) was selected as Sailor of the Month (April) and Sailor of the Quarter (2nd Quarter 1992)!!

•IC3 (b) (6) was selected as Sailor of the Month and Sailor of the Quarter (3rd Quarter 1992). He is also being nominated for the Navy League Award.

•EMC(SW) (b) (6) was selected to Ensign (LDO), and will be advanced on 1 MAY 1993.

•IC2 (b) (6) is now IC2 (b) (6) after she wed longtime boyfriend, (b) (6) in Fort Lauderdale, FL. She was a beautiful bride and is extremely happy with her new life.

Well, I guess that's about it this time, but don't worry, we'll be back with more tales of greatness from the amazing E-Division "Sparkys!"



Machinery Division

(Under New Management)

Welcome aboard to new Chief MMC(SW) (b) (6), who reported aboard March 28!

After a grueling conversion in Avondale, Machinery Division once again proved that "We Can Do!" A very successful MTT Assist Visit, followed by an equally professional LOE, Dock Trials, and finally Sea Trials has shown that M-Division is leading the way in work accomplishment and smooth operations.

The post-Sea Trials celebration was a long and overdue respite from the 80 hour work weeks to which the Machinists have become accustomed.

Significant events in the *Pain Cave*, as the MMs refer to the Engine Room:

•A fond Farewell to our super Chief, MMC (b) (6). He was held onboard for 3 weeks in order to lead the division through LOE. Thanks! We couldn't have made it without you! We will be seeing him at his new duty station SIMA, Pearl Harbor, as soon as we pull into port in September!

•MM1 (b) (6) had a gorgeous baby girl in June of 1992. He hated to leave both mother and daughter, but both are doing well! Congratulations!!!!!!

•MM1 (b) (6) was also selected as CIMARRON's Sailor of the Month for June 1992! Bravo Zulu to the "Work Dog" of the Department!

•FN (b) (6) was selected for advancement to Third Class Petty Officer!! Congratulations!!!!!!



Operations Department

Much has happened since March. Operations has evolved from a Department of sweepers and painters to highly trained professionals. The challenge of preparing CIMARRON for Fleet operations has been immense and time was of the essence. Each work day had to be properly planned. Between damage control training, general ship wide training, and superstructure preservation there was little time to dedicate towards in-rate training. We had to make the time! Each individual showed initiative, demonstrated pride in their rate, and spent many long hours after work to study.

The greatest burden was on our electronic technicians. Undermanned and junior, the ETs were tasked with bringing CIMARRON's entire electronic suite out of lay-up. Many long days and weekends were sacrificed by the ETs in order to support the sea trials. Bravo Zulu to all, especially to ETCS (b) (6), whose technical knowledge and experience pulled the ET shop together. A special thanks is especially due to ET1 (b) (6) for running the work center for most of the second half of the conversion period; Good Job!

The Operations Specialists showed the greatest increase in rating knowledge. Except for OS1 (b) (6) none had been to sea. Use of simulators, days of classroom instruction, and hours of individual instruction produced a first class navigation team and two excellent combat information center watch teams.

Meanwhile, the Radiomen were busy conducting training of their own. Patching circuits, operating communications gear when possible, and antenna maintenance were all done to ensure the radiomen could do what

they do best, communicate! All training came together and they proved themselves during sea trials. Standing twelve-hour watches and working without the benefit of automated communications systems kept the radiomen busy. Just as the OSs proved themselves, so did the radiomen.

The signalmen made their own contributions to sea trials. While extremely undermanned, the signalmen provided excellent service to the bridge and CIC watch standers. Attention to detail was clearly evident.

All Operations Department personnel have displayed their best



these past few months and deserve a Bravo Zulu for their performance during Sea Trials.

Hails

•RMC (b) (6) who reported aboard USS CIMARRON after her tour overseas in Italy. RMC calls (b) (6) her home. Welcome aboard to a great Chief

•SM3 (b) (6) who returned to CIMARRON after a temporary duty tour onboard USS SAN BERNADINO (the first-1189). He conducted various amphibious landing operations off the coasts of the Philippines and Korea.

•RM1 (b) (6) who reported aboard from the USS HAROLD E. HOLT Welcome aboard!

•ET3 (b) (6) who reported from electronics training at Fleet Training Center, Norfolk.

•ET3 (b) (6) who reported from electronics training at Fleet Training Center, Norfolk.

•OI division welcomes back OS3 (b) (6) who was temporarily assigned to "Fox" division during the conversion.

Congratulations!!!

•RM3 (b) (6) on her marriage to BM3 (b) (6)

•OSSA (b) (6) for her nomination as CIMARRON's Junior Sailor of the Quarter for the Second Quarter 1992.

•SMSN (b) (6) who was married on July 12th.

•OS1 (b) (6) for his nomination as CIMARRON's Senior Sailor of the 2nd Quarter FY '92 and CIMARRON's Sailor of the Month for the month of April '92.

•OS2 (b) (6) who received a Navy Achievement Medal (NAM).

•OS3 (b) (6) on his advancement to third class and transfer to OI division.

•RMSN (b) (6) on her marriage to (b) (6) Best of luck to you.

•SMSN (b) (6) for being advanced to Signaller Third Class.
(See Operations, pg.9)

Deck Department

Welcome Alongside!!

It's been a long time since any of CIMARRON's crewmembers have heard the Bos'n Mate of the Watch announce our message of welcome to the fleet.

Many crewmembers have never even had the opportunity to witness the awing event in person, especially from the "supply-end".



For families back home, here is an abbreviated anatomy of an UNREP, or UNderway REPlenishment:

1) CIMARRON usually is the guide ship, meaning that she maintains a predetermined course and speed and the receiving ship sails up alongside from their position behind us.

2) CIMARRON welcomes the receiving ship alongside, "On USS MISSOURI, welcome alongside USS CIMARRON! Standby to receive shotlines forward (and aft). All hands topside, take cover!"

3) The Gunners Mates then shoot a "shotline," a weighted ball with orange cord attached, to the deck of the receiving ship.

4) The receiving ship heaves in on the shotline and then the wire or phone and distance (T&D) line attached to the shotline.

5) The wire, called a spanwire, is attached to the receiving ship's refueling station. When all are attached, and communications are established using the T&D line, CIMARRON tensions the wires.

6) The refueling probe and hose then falls via gravity into place on the ship, and we begin pumping!

Much Ado About Deck

(or, Much To Do About The Decks)

(Avondale, LA) Hello one last time from Avondale Shipyards. All of us here are anxious to leave Louisiana and get back to the fair tradewinds and non-humid weather in Hawaii. Although many of us have enjoyed the local cuisine and entertainment offered in the area, there really is no place like paradise.

Our transit back to Hawaii takes us to many new and interesting places.

Certainly, one of the most memorable events of the trip will be the "CROSSING THE LINE" ceremony, a long-standing tradition in the surface

Navy. A good number of the crew are uninitiated "wogs," and Deck Department "shellbacks" are looking forward to initiating their very own First Lieutenant.

Although our itinerary includes exciting liberty ports and the prospect of many good times, this transit will also involve many long hours and hard work on the part of Deck Department. During this time, we will be training an almost brand-new crew in the primary mission of the finest fleet combat oiler, Replenishment at Sea. Much of the period spent in Bremerton, WA will be given over to both inport and at-sea refueling training.

For all divisions in Deck Department, preparing to leave

Avondale for good has meant concentrating on the small details now that the overhaul is complete. For all intents and purposes, the entire ship is now back in the hands of the crew. In the short time left in the yards, RASE Division will be extremely busy making sure the refueling stations are rigged properly and

all the RAS/FAS gear is in order. Second Division has their hands

full bringing ship's ammunition aboard. And last but not least, First Division has spent many long hours

working on the ship's boats, accommodation ladders, boat booms and the countless number of other things under their cognizance.

There have been many changes recently in Deck Department. And so, without further ado...

HAILS AND FAREWELLS

Farewell to LT (b) (6) (b) (6) First and Second Division Officer. LT (b) (6) detaches from CIMARRON on 31 July to fulfill her orders to the USS Truett (FFT-1095) as the Navigator. Good Luck, LT (b) (6) Fair winds and following seas!!!!

(Continued on next page)

Farewell to BM2(SW) (b) (6) who transferred to tugs in Pearl Harbor, HI on June 24.

Farewell to BM1 (b) (6) who transferred to Recruit Duty, Portland, Oregon, on June 11.

Farewell to BM1 (b) (6) who retired from the Navy on the early out program May 15.

Farewell to EM3 (b) (6) who was honorably discharged on July 12 to be gainfully employed by Klunk's Electric Contractor, McSherrys Town, PA., as an electrical supervisory consultant.

Farewell to BM3 (b) (6) who will separate from the Navy on 30 July.

He will be living in Hawaii with his new wife, RM3 (b) (6) whom he married on June 27, in New Orleans, LA. So, Congratulations are in order as well!

Farewell to SN (b) (6) who will separate from the Navy on July 31.

Hail to ENS (b) (6) who reported to the Cimarron on 1 June. She will be TAD to the ship until our arrival back to Pearl Harbor. She is working on her Surface Warfare qualifications and taking on the task of First and Second Division Officer when LT (b) (6) leaves. ENS (b) (6) "normal" job is as a General Unrestricted Line Officer in the Intelligence office at MIDPAC.

Hail to MMC(SW) (b) (6) who reported to RASE division from USS Pensacola in mid-March. The "Bos'neer," as he is called, has taken over as RASE LCPO from BMC (b) (6). His professionalism and cheerful outlook are welcome additions to an already fine division. Welcome aboard!

Hail to MM2 (b) (6) who reported to RASE division on July 6 from USS Harold E. Holt (FF-1074). Welcome aboard!

Hail to GMG2 (b) (6) who reported to Second Division from USS Barbey (FF-1088). The short-handed gunners mates are certainly happy to have him aboard.

Hail to GMGSA (b) (6) who reported to Second Division from Naval Training Center, Great Lakes, IL. Welcome aboard!

Welcome aboard to First Division's newest members, SA (b) (6) and SA (b) (6) who reported aboard in early July from USS Brewton (FF-1086).

WELCOME BACK:

MM1(SW) (b) (6) returned from Mayport, FL, on June 15, where he was TAD as configuration manager for Integrated Logistics Overhaul Team.

BM1 (b) (6) returned on July 10 from Mayport, FL, where she was Leading Petty Officer on the Integrated Logistics Overhaul Team.

CONGRATULATIONS:

EM2 (b) (6) was selected as USS Cimarron's Senior Sailor of the Quarter for First Quarter 1992.

EM3 (b) (6) was selected as USS Cimarron's Sailor of the Month for March 1992.

BM3 (b) (6) was married to Ms. (b) (6) on June 12 in New Orleans, LA. Best wishes for a happy life together!

SN (b) (6) of RASE division was advanced to Operations Specialist Third Class on July 16 and transferred from Deck to Operations Department. Congratulations, OS3 (b) (6). RASE Division will certainly miss you.

Operations

(Continued from pg. 7, col. 3)

•SM3 (b) (6) for achieving 100% material and operational readiness on the signal bridge. She was instrumental in reestablishing the signal bridge training program resulting in qualification of all junior personnel as "signalman of the watch."

A special BZ to RMSN (b) (6) and to RMSN (b) (6) for doing a great job during Sea Trials. You two performed like pros, great job!

Farewells

•RM2 (b) (6) who separated from active duty.

•RM2 (b) (6) who also separated from active duty. We all miss you and your family, hope life on the farm is a good one!

•ET3 (b) (6) who departed USS CIMARRON to assume duties as a new mother and transferred to the ground electronics department at NAS Belle Chase.

•SMSN (b) (6) transferred to RTC, San Diego, California.

WHO'S WHO in Ops

Operations Officer - "Ops" LT. (b) (6)

COMMO - LTJG (b) (6)
Radio Central: RMC (b) (6) RM1 (b) (6)
RM3 (b) (6) RM3 (b) (6)
RMSN (b) (6) RMSN (b) (6)

Signalmen: SMC(SW) (b) (6)
SM3 (b) (6) SM3 (b) (6) SM3 (b) (6)
SM3 (b) (6)

CIC00: ENS (b) (6)
CIC: OS1 (b) (6) OS2 (b) (6) OS3 (b) (6)

OS3 (b) (6) OS3 (b) (6)
OSSN (b) (6) OSSN (b) (6) OSSA (b) (6)

OS3 (b) (6) OSSN (b) (6)

Electronics Division Officer: ETCS (b) (6)

ET (b) (6) ET1 (b) (6)
ET3 (b) (6) ET3 (b) (6)
ET3 (b) (6) ET3 (b) (6)

9

Supply Department

CIMARRON's Melting Pot Makes a Fine Stew!

Supply Department is truly a melting pot among departments. It is almost a mini-mall of service people working together to make life on board a little nicer for everyone. There are wonderful cooks, barbers, launderers, shopkeepers, bankers,, and parts suppliers, to name a few.



from Naval Hospital, San Diego.

FAREWELL

SH2 (b) (6) transferred on 1 July to Subase New London, Connecticut.

CONGRATULATIONS:

MS3 (b) (6) was advanced to third class on 16 July.

SK3 (b) (6) was frocked to SK3 on 16 July. She also received a Letter of Appreciation for her nomination as Sailor of the Quarter for 2nd quarter of 92.

SK1 (b) (6) received a Letter of Appreciation for his nomination as Sailor of the Month for June 1992.

SH1 (b) (6) received a Letter of Appreciation for being nominated as Sailor of the Quarter for 2nd quarter of 92.



(Avondale, LA) Look out Hawaii here we come!!! Supply Department has been busy getting ready to return to Pearl Harbor. The Storekeepers have unloaded our parts back from the ILO site.

This onload was accomplished in less than seven hours. Both the duty section and Supply Department were able to complete this job in record time.

The Mess Specialists have been busy unloading their food. During sea trials MSC (b) (6) MS1 (b) (6) and MS3 (b) (6) held down the fort, and put out some of the best meals in the fleet.

MSSN (b) (6) was taking some well deserved leave in Florida. MS1 (b) (6) MS3 (b) (6) and LTJG (b) (6) are looking forward to returning to

Hawaii so they can be reunited with their families. The Ship's Servicemen have been onloading stores for the store, and since moving back onboard the store has been making its fair share of profits.

HAILS

SKC (b) (6) SK2 (b) (6) and SK3 (b) (6) returned from ILO site in Mayport, Florida.

SHSN (b) (6) reported on 16 April from Naval Technical Training Center Meridian, Mississippi.

MSC (b) (6) reported on 13 May from Naval Station Treasure Island. MS1 (b) (6) reported on 1 June

Staff of the USS CIMARRON Family Gram

Editor in Chief: CDR (b) (6) Commanding Officer

Chief Copy Editor: LCDR (b) (6) Executive Officer

Layout and Features Editor: LTJG (b) (6)
Main Propulsion Assistant & Public Affairs Officer

Art Work: EM3 (b) (6) Electrical Division

Staff Writers: Various--Thanks to all contributing writers!

I Say Again...

*To be good is noble,
but to show others
how to be good is
nobler - and no
trouble.*

-Mark Twain

10

Navigation/Administration/Medical D e p a r t m e n t

(Avondale, LA) Well, the last four months have seen quite a bit of change in this department. Preparations for underway have proceeded rapidly. Congratulations to the Navigation Team on their outstanding job during Crew Certification. They blew away the inspection team with their professionalism and knowledge. The smooth Sea Trials gave us a touch of reality; we are eagerly looking forward to freedom and a chance to take this ship to some exciting places and most important of all, back home to Hawaii.

We have seen some flux in personnel, mostly in the Administrative side of the house. Farewell to:

•YNI (b) (6) who left the Navy under the early separation program for life in Florida.

•NCC(SW) (b) (6) who has transferred to Little Creek, VA, to keep on doing her fantastic job of keeping good sailors in the Navy.

Both will be sorely missed by the Admin Office. Welcome Aboard to:

•QMC(SW) (b) (6) who reported to us from recruiting duty in Louisville, KY. He joins our Super Nav Team as Navigation Division's Leading Chief Petty Officer.

•YNSN (b) (6) who reported from "A" school. He

will replace YN2 (b) (6) as Ship's Secretary upon her departure in August.

•SN (b) (6) who has transferred from Deck Department to become PN1 (b) (6) right hand helper. Welcome Aboard to all!!

Congratulations to...

Our two newest Petty Officers, QMSN (b) (6) who was advanced to QM3 and HN (b) (6) (b) (6) who was frocked to HM3 on 16 July!

•FCCS(SW) (b) (6) was married April 5th to the lovely (b) (6) (b) (6).

•QMSN (b) (6) who recently wed FCSN Marty Davis of USS PLATTE.

The following sailors have received Letters of Appreciation from the command:

•QMSN (b) (6) for her nomination as Sailor of the Month for May.

•PCI (b) (6) for his nomination as Sailor of the Month for June.

•QM1 (b) (6) for his nomination as Sailor of the Quarter

for the last quarter.

•Farewell to QMSN (b) (6) who is excitedly expecting a baby next spring! Goodluck!



Just a small reminder from the ship's Post Office to all families and friends. To quicken mail delivery time, please include the division of the person to whom you are writing. Also remember to use the four digit zip code (zip + four). The correct address is:

SN (b) (6)
USS CIMARRON (AO-177)
1st Division
FPO AP 96662-3018

So, keep those letters and packages coming. Everyone looks forward to mail call!!

P o s t a l N o t e



Rec'd 9/6/94
DEPARTMENT OF THE NAVY

USS CIMARRON (AO-177)
FPO AP 96662-3018

IN REPLY REFER TO:

5757
PAO Ser 155/94
11 Aug 94

From: Commanding Officer, USS CIMARRON (AO-177)

To: Director of Naval History (OP-09BH)

Subj: COMMAND HISTORY 1993

Ref: (a) OPNAVINST 5750.12E

(b) CNO ltr 5757 Ser 09BH/SH/4U507311 of 21 Jun 94

Encl: (1) Command Composition and Organization

(2) Chronology of Events

(3) Narrative: The Year in Review

(4) CDR Patterson Biography

(5) Change of Command Pamphlet

(6) Welcome Aboard Pamphlet

(7) Ship's Photograph

1. In accordance with references (a) and (b), enclosures (1) through (7) are submitted.

2. Point of contact is LTJG (b) (6), phone: Commercial (808) 471-8297, Autovon 471-8297.

(b) (6)

By direction

COMMAND COMPOSITION AND ORGANIZATION

USS CIMARRON's mission is to transport bulk petroleum products from shore depots to AOE's and AORs, effecting delivery underway, including consolidation; to deliver bulk petroleum products to combatants and support forces underway; and to deliver limited ammunition, fleet freight, mail and personnel.

CIMARRON's immediate superior in command is Commander, Naval Surface Group Middle Pacific, RADM W. A. RETZ, headquartered in Pearl Harbor, Hawaii. CIMARRON is homeported in Pearl Harbor, when not deployed with a battle group. CIMARRON's tasking varies from training/refueling operations in the Hawaiian operations area to various battle group exercises/tasking in the California operations area.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Supply and Navigation/Administration. Her crew consists of approximately 16-18 officers and 235 enlisted men and women.

Encl (1)

CHRONOLOGY - 1993

18 Dec 92 - 06 Jan 93	Holiday standdown, Pearl Harbor, HI
06 Jan - 31 Jan	Local operations, RAS services
01 Feb - 28 Feb	TSTA I
01 Mar - 26 Mar	Local operations, TSTA II commences
26 Mar	Main engine casualty, towed into Pearl Harbor by USS SALVOR
27 Mar - 27 Sep	Shipyard maintenance availability for replacement of main engine
27 Aug	CDR Torkel Patterson relieved CDR Deborah Gernes as Commanding Officer, USS CIMARRON
28 Sep - 30 Sep	Light-Off Examination
01 Oct - 05 Nov	Local operations
29 Oct - 05 Oct	Transit to Long Beach, CA
05 Nov - 15 Nov	Inport Long Beach for System Qualification Trials for RAS with USS WABASH
15 Nov - 19 Nov	Transit to Oakland, Ca and underway SQTs with USS KANSAS CITY
19 Nov - 26 Nov	Inport Oakland, CA
26 Nov - 06 Dec	Transit to Pearl Harbor, HI
06 Dec - 31 Dec	Inport Pearl Harbor, HI

1993: THE YEAR IN REVIEW

1993 was a very eventful year for CIMARRON. It began with the last few days of holiday standdown, during which time CIMARRON sailors were scattered to the four winds visiting family and friends. It ended the same way, but the time in between brought many changes, both good and bad, to the Pearl Harbor oiler.

January through March, CIMARRON divided her time between Bravo 17 pier in Pearl Harbor and the Hawaiian opareas. During this intensely busy time, the ship and her crew provided excellent RAS services to transitting ships and RAS training to the homeported ships who desired to brush up on their underway replenishment skills. In February, CIMARRON successfully completed Tailored Ship Training Availability, Phase I (TSTA I). March was spent in training with Afloat Training Group personnel in order to prepare CIMARRON for the underway phase of TSTA II. CIMARRON was underway in late March to finish TSTA II when she experienced a major engine casualty on 26 March due to a loss of lube oil to the main engine.

This casualty rendered CIMARRON incapable of propulsion, and USS SALVOR was summoned to tow CIMARRON into port. After her return to port, CIMARRON spent nearly six months in a shipyard availability, replacing the badly damaged main engine.

On 27 August 1993, the crew of CIMARRON welcomed aboard a new Commanding Officer, CDR Torkel L. Patterson, and said farewell to CDR Deborah S. Gernes. Following the change of command, CIMARRON's crewmembers turned their thoughts to the upcoming Light-Off Examination, which was successfully completed 28-30 September.

As a result of the long inport time. CIMARRON was required to complete System Qualification Trials (SQTs) in Replenishment at Sea. To this end, following a sea trial, CIMARRON was underway for Long Beach, CA on 29 October. Once inport Long Beach on 5 November, CIMARRON crewmembers spent much of their time honing underway replenishment skills that had lain dormant during the six months in the shipyard. With the assistance of USS WABASH, moored across the pier from CIMARRON, the crew was able to send and receive refueling rigs inport and practice the art of replenishment at sea.

After the week of training afforded the ship in Long Beach, it was time to be underway on 15 November for more RAS training this time at sea with the USS KANSAS CITY off the coast of San Francisco, CA. CIMARRON made the transit quickly and efficiently and was called upon to assist a sailing vessel in distress approximately 70 miles off the Northern California coast. CIMARRON crewmembers acted as heroes that day as they launched the Rigid-hulled Inflatable Boat (RHIB) in 10-15 foot seas and rescued 5 crewmembers of the overturned sailboat.

Following a successful underway SQT with USS KANSAS CITY, CIMARRON pulled into port at Naval Supply Center, Oakland, CA, for some much-needed and deserved rest and relaxation. Crewmember enjoyed the excitement of San Francisco, skiing in Lake Tahoe, gambling in Reno and wine-tasting in the wine country of Northern California. On 26 November, the day after Thanksgiving, CIMARRON was underway for home in Pearl Harbor, HI.

After her return to Pearl Harbor on 3 December, CIMARRON spent the remainder of the year in training and in support of the fleet with RAS services. And once again, CIMARRON sailors closed out the year by spending time with loved ones both near and far.

BIOGRAPHY OF COMMANDER TORKEL L. PATTERSON

Commander Torkel Patterson is a native of (b) (6) and a 1976 graduate of the United States Naval Academy in Annapolis, Maryland. Prior to reporting to USS CIMARRON, Commander Patterson served at the White House as Director of Asian Affairs on the National Security Council Staff and at the Pentagon as Senior Director for Japan in the Office of the Assistant Secretary of Defense (International Security Affairs).

Commander Patterson was the Executive Officer on USS CIMARRON (AO-177), Weapons Officer on USS ROBINSON (DDG-12) and Antisubmarine Warfare Officer and First Lieutenant on USS REASONER (FF-1063). Early shore tours included duty as Aide and Flag Lieutenant to the Commander U.S. Naval Forces, Japan and serviced as Olmsted Scholar at the University of Tsukuba in Ibaraki, Japan.

Commander Patterson is married to the former (b) (6). They live with their children, (b) (6) in Hawaii.



CHANGE * OF * COMMAND



UNITED STATES SHIP
CIMARRON (AO-177)

27 AUGUST 1993

ENCLOSURE(5)



CHANGE OF COMMAND CEREMONY

The Change of Command Ceremony is a time-honored tradition which formally restates to the officers and enlisted personnel of the command the continuity of the authority of command. It is a formal ritual conducted before the assembled company of the command. The Change of Command is nearly unique in the world today; it is a transfer of total responsibility, authority and accountability from one naval officer to another.



*The Commanding Officer
United States Ship Cimarron (AO 177)
requests the honor of your presence at a
Change of Command Ceremony at which
Commander Deborah S. Gernes, United States Navy
will be relieved by
Commander Torkel L. Patterson, United States Navy
Friday, the twenty-seventh of August
nineteen hundred ninety-three at ten o'clock
on board USS Cimarron (AO 177)
at Naval Station, Pearl Harbor, Hawaii*

R.L.V.P.

*Uniform: Summer White or
Appropriate Civilian/Aloha Attire*

PROGRAM OF EVENTS

MUSICAL PRELUDE

Navy Band Pearl Harbor

ARRIVAL HONORS*

Rear Admiral William A. Retz, USN
Commander Naval Surface Group Middle Pacific

POST THE COLORS*

NATIONAL ANTHEM*
Navy Band Pearl Harbor

INVOCATION*

Commander (b) (6) CHC, USN

INTRODUCTION OF GUEST SPEAKER

Commander Deborah S. Gernes, USN

REMARKS BY GUEST SPEAKER

Rear Admiral William A. Retz, USN

REMARKS AND READING OF ORDERS

Commander Deborah S. Gernes, USN

READING OF ORDERS

Commander Torkel L. Patterson, USN

ASSUMPTION OF COMMAND

Commander Patterson relieves Commander Gernes

REMARKS

Commander Torkel J. Patterson, USN

PRESENTATION OF COMMISSIONING PENNANT

Command Master Chief

BENEDICTION*

Lieutenant Commander (b) (6) CHC, USN

DEPARTURE HONORS*

RECEPTION FOR ALL HANDS

Tea House Lanai
Bldg 1179, Club Road
Pearl Harbor

*GUESTS PLEASE RISE

REAR ADMIRAL WILLIAM A. RETZ UNITED STATES NAVY



Rear Admiral Retz was born in (b) (6), and attended the University of New Mexico at Albuquerque as an ROTC Scholarship student. President of Phi Delta Theta Fraternity and Commander of the Brigade of Midshipmen, he graduated with a degree in Mechanical Engineering and was commissioned in June 1963. He later earned a Master of Science degree from George Washington University.

Rear Admiral Retz' first assignment was as Main Propulsion Officer in USS TAYLOR (DD 468), in which he made three Western Pacific deployments. Subsequent at-sea assignments included duty as Operations Officer, USS BORIE (DD 704), assignment with River Patrol Forces (TF 116) in Vietnam; Executive Officer, USS AINSWORTH (FF 1090), and Commanding Officer USS STUMP (DD 978). The highlight of Rear Admiral Retz' sea duty was as Commander, Destroyer Squadron TWENTY-TWO. Throughout these tours, Rear Admiral Retz served in the Atlantic, Pacific and Mediterranean theatres, involved in such incidents as the 1973 Middle-East crisis; Operation GAME WARDEN in Vietnam; and the hostage crisis off Beirut. While in command of Destroyer Squadron TWENTY-TWO, he was deeply involved in TOMAHAWK cruise missile tests in addition to Battle Group Operations.

His shore duty has included tours as student, Cruiser-Destroyer Force Engineering School and Naval Destroyer School (graduating both with distinction); Naval War College, Newport, Rhode Island; and Placement Officer, Bureau of Naval Personnel, Washington, DC.

Additionally, Rear Admiral Retz has served several staff tours, including duty as Company Officer and Performance Officer, U.S. Naval Academy; Flag Secretary and Aide to Commander, Amphibious Group TWO; Deputy Director, Surface Warfare Division, Office of the Chief of Naval Operations (Surface Warfare); Head, Officer Community Management Section and Deputy Director, Military Personnel Policy Division, Office of the Deputy Chief of Naval Operations (Manpower, Personnel and Training); and Executive Assistant to the Chief of Naval Personnel.

Rear Admiral Retz assumed duties as Deputy Director for Operations, United States Central Command in September 1987. His responsibilities encompassed Persian Gulf operations, including EARNEST WILL escort operations as well as Operations NIMBLE ARCHER and PRAYING MANTIS, which were U.S. retaliatory strikes during the Iran/Iraq War. He completed this tour in the spring of 1989 and attended the National Defense University Capstone course enroute to his first flag assignment as Director, Total Force Programming/Manpower Division (OP 12). Subsequently, he was assigned as Assistant Chief of Naval Personnel for Military Personnel Policy and Career Progression (PERS 2). Rear Admiral Retz assumed command of Naval Surface Group Middle Pacific and Naval Base, Pearl Harbor in July 1992.

Rear Admiral Retz' awards include the Defense Superior Service Medal, Legion of Merit (with two Gold Stars), Bronze Star (with Combat "v"), Purple Heart, Meritorious Service Medal (with Gold Star), Navy Commendation Medal, Combat Action Ribbon, Presidential Unit Citation, Meritorious Unit Citation and various campaign and service awards.

Rear Admiral Retz and his wife (b) (6) reside in (b) (6). They have five grown children on the mainland.

**COMMANDER
DEBORAH S. GERNES
UNITED STATES NAVY**



A native of (b) (6), Commander Gernes graduated from the University of Massachusetts in 1971 with a B.S. in Zoology and served for 3 years as a Research Assistant in the Department of Molecular Biology at Harvard University. She entered the Navy in 1974; and, following Fleet Sonar School, served her initial tour of duty as Oceanographic Systems Watch Officer and Maintenance Officer at U.S. Naval Facility, Bermuda, with follow on duty as Evaluation Center Training Coordinator at Naval Ocean Systems Center, San Diego, CA.

Among the first women to be assigned to shipboard duty, Commander Gernes attended Surface Warfare Officers' School (SWOS) in Coronado, and was designated a Surface Warfare Officer in 1980. Her sea assignments have included duty as Operations Officer and Navigator in USS VULCAN (AR 5), Chief Engineer in USS HECTOR (AR 7), and Executive Officer in USS CAPE COD (AD 43). Ashore, she served as instructor in the Command Department, Surface Warfare Officer School.

Commander Gernes holds a Master of Science degree in Computer Systems Management from the Naval Postgraduate School in Monterey, and is a subspecialist in Information Systems. She has been awarded the Meritorious Service Medal, Navy Commendation Medal (2 Awards), Navy Achievement Medal, and various expeditionary and service awards.

Commander Gernes assumed command of USS CIMARRON in November of 1991.

**COMMANDER
TORKEL L. PATTERSON
UNITED STATES NAVY**



Commander Torkel Patterson is a native of (b) (6), and a 1976 graduate of the United States Naval Academy in Annapolis, Maryland. Prior to reporting to USS CIMARRON, CDR Patterson served at the White House as Director of Asian Affairs on the National Security Council Staff and at the Pentagon as Senior Director for Japan in the Office of the Assistant Secretary of Defense (International Security Affairs).

CDR Patterson was Executive Officer on USS CIMARRON (AO-177), Weapons Officer on USS Robinson (DDG-12) and Anti-submarine Warfare Officer and First Lieutenant on USS Reasoner (FF-1063). Early shore tours included duty as Aide and Flag Lieutenant to the Commander U.S. Naval Forces Japan and service as Olmsted Scholar at the University of Tsukuba in Ibaraki, Japan.

CDR Patterson is married to the former (b) (6). They live with their children, (b) (6) in (b) (6).

WARDROOM

CDR Deborah S. Gernes
 LCDR Norman L. Williams
 LT (b) (6)
 LT
 LT
 LT
 LTJG (b) (6)
 LTJG
 LTJG
 LTJG
 LTJG
 LTJG
 ENS (b) (6)
 ENS
 ENS
 CWO2 (b) (6)

Commanding Officer
 Executive Officer
 First Lieutenant
 Operations Officer
 Supply Officer
 Engineer Officer
 Navigator/Administration Officer
 Auxiliary Officer
 Disbursing Officer
 Main Propulsion Assistant
 1st & 2nd Division Officer
 Ship's Boatswain
 CIC Officer
 Physician's Assistant
 Communications Officer
 Damage Control Assistant

CHIEF PETTY OFFICERS' MESS

ENCM(SW) (b) (6)
 BTCM(SW)
 ETCS Paula
 MMCS(SW)
 DCC(SW) (b) (6)
 MMC(SW)
 BTC (b) (6)
 QMC(SW) (b) (6)

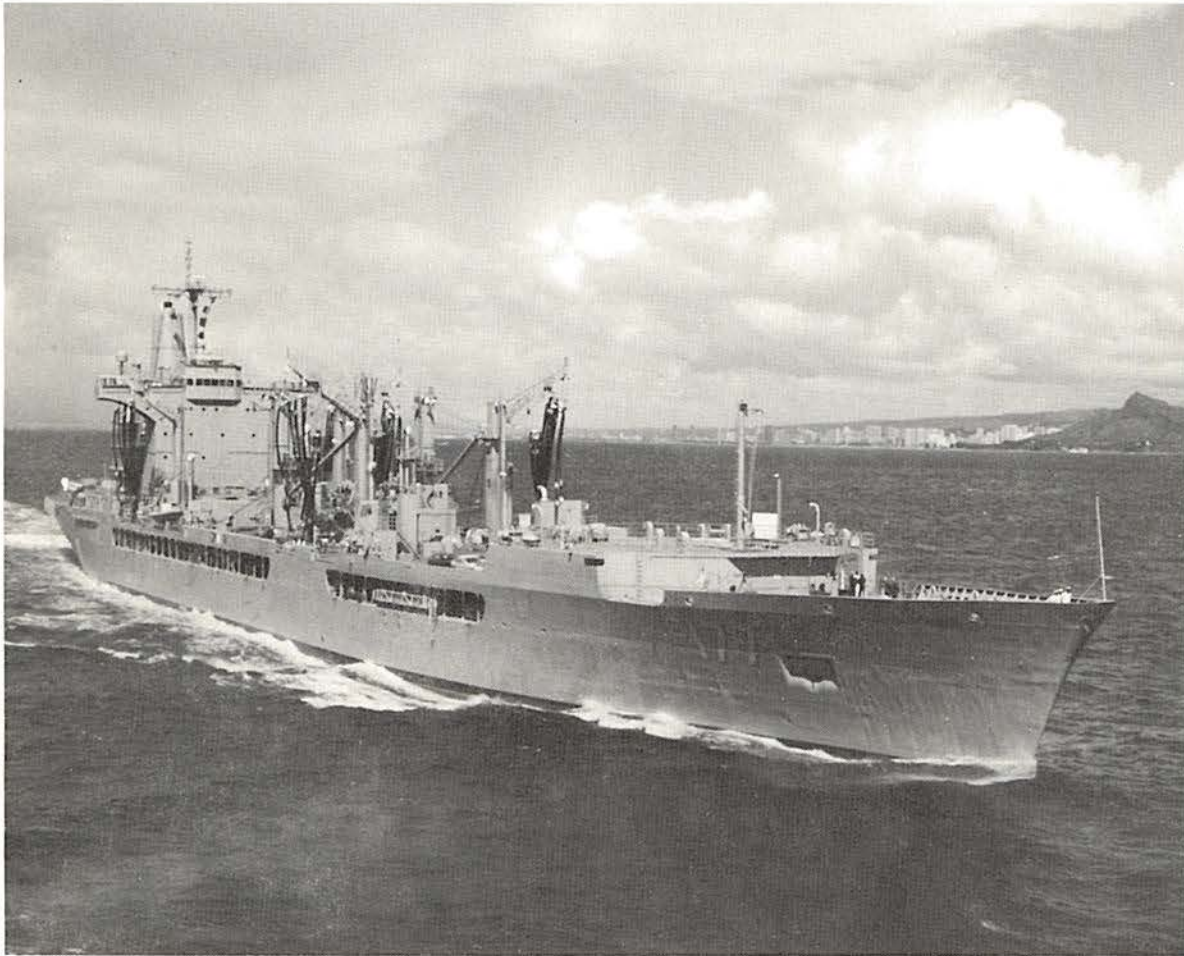
BMC (b) (6)
 MMC
 RMC
 MMC(SW) (b) (6)
 SKC (b) (6)
 MAC
 ICC(SW) (b) (6)
 MSC (b) (6)

INVOLVEMENT

It is not the critic who counts, nor the man who points out how the strong man stumbled, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena; whose face is marred by the dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who at the best, knows in the end the triumph if high achievement; and who at the worst, if he fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.

Theodore Roosevelt

USS CIMARRON (AO-177)



Welcome Aboard!



ENCLOSURE(6)

FIRST IN SERVICE

The word "Cimarron" is of Spanish origin and means "wild" or "unruly." The Cimarron River, for which the ship is named, stretches for 600 miles through New Mexico, Colorado, Kansas and Oklahoma before emptying into the Arkansas River. The historically significant Cimarron River Valley is rich in the folklore of the Old West, and each of the three Navy ships named Cimarron have had distinguished operational records.

The first CIMARRON was a sidewheel, double-ended steam gunboat which was built by D.S. Machine of Bordertown, New Jersey. Launched 16 March 1862, she was outfitted at the Philadelphia Navy Yard and commissioned 5 July 1862.

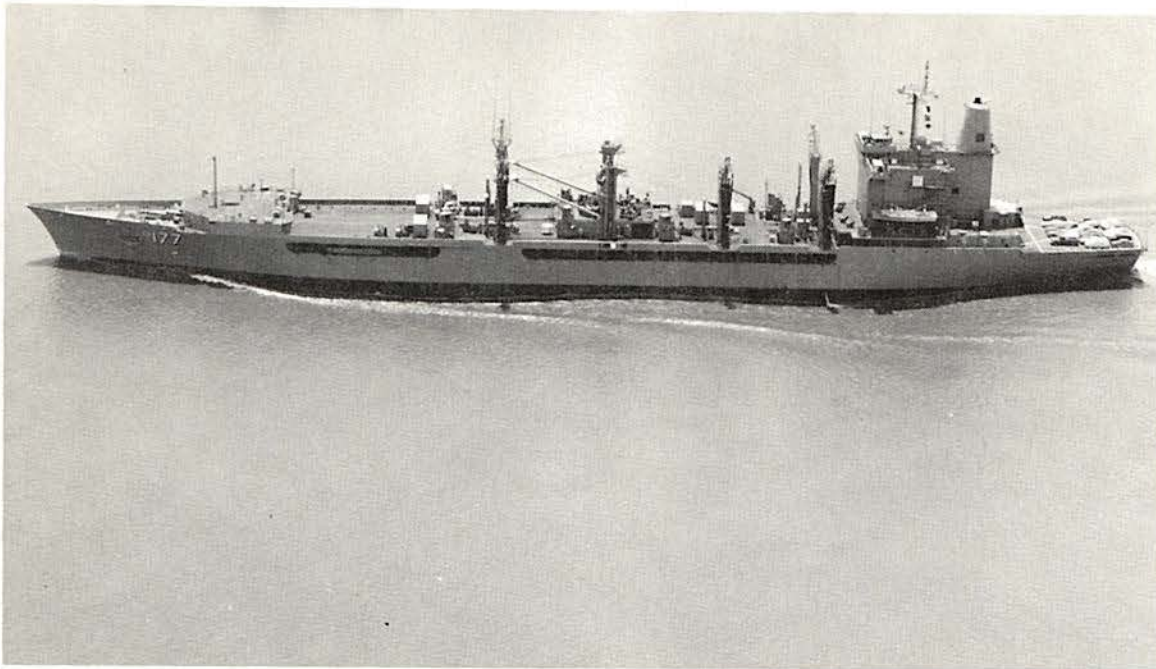
Between 11 July and 4 September 1862, CIMARRON sailed the James River in active support of the Civil War Army operations. She later gave excellent service as a member of the South Atlantic Blockading Squadron. CIMARRON returned to the Philadelphia Navy Yard 8 August 1865, and was decommissioned 17 August 1865.

The second CIMARRON, AO-22, was launched 7 January 1939, by Sun Shipbuilding and Drydock Co., Chester, Pennsylvania; and commissioned 20 March 1939. Prior to the war, CIMARRON operated on both coasts and also supported convoys to Iceland. When the war began, she was in the vicinity of Capetown, South Africa, and operated from the Brazilian ports to Iceland until March 1942, when she transferred to the West Coast.

CIMARRON's first duty on the West Coast was with the task force which made the first air raid on Tokyo, flown from the carrier Hornet by Colonel James H. Doolittle's Army Corps pilots in B-25 bombers. Later, she supported the forces which defeated the Japanese in the Battle of Midway, the Solomon Islands operation, the Guadalcanal campaign, the occupation of New Georgia, the Wake Island raid, the Gilbert Islands campaign, the Marshalls operation, the attacks on Truk, the Marianas operation, and the Palau operation.

After the war, she supported the occupation of Japan and later operated primarily in the Far East. She served three tours of duty in the Korean War, participated in the 1959 Quemoy-Matsu Island Crisis, and made three Western Pacific deployments during the Vietnam War. She received ten battle stars for World War II service and four for the Korean War. Usually referred to as the most dependable oiler in the Pacific Fleet, CIMARRON provided outstanding service throughout her distinguished career. She was decommissioned on 30 September 1968 and transferred to Portugal the next day.

The third CIMARRON, AO-177, is the first of a new class of fleet oilers. She was launched 29 April 1979 at Avondale Shipyards Incorporated, Avondale, Louisiana. Commissioning took place 10 January 1981 at the Naval Supply Center, Oakland, California. CIMARRON's home port is Pearl Harbor, Hawaii. In August 1988, she became the first Combat Logistics Force (CLF) ship to implement the Women at Sea program when two female officers and twenty-two female enlisted personnel reported aboard. Later, she was commanded by the first woman to screen for a major afloat command and now has a crew comprised of about 35 percent women. As of December 1990, she had completed six Western Pacific/Indian Ocean deployments of approximately six months each, and was deployed to the Persian Gulf during Desert Shield. In 1992, CIMARRON was "jumboized" to its present length of almost 700 feet. CIMARRON has been awarded three consecutive Battle Efficiency "E" Awards, 16 departmental competitive cycle awards and was the 1984 winner of the Ney Memorial Award, presented to commands which display excellence in food service. She has a complement of 17 officers and approximately 235 enlisted personnel.



SHIP CHARACTERISTICS

	Pre-Conversion	Post-Conversion
Length Overall:	591'6"	699' 8"
Beam (Width):	88' 1-3/8"	same
Displacement (total):	27, 377.8 tons	39, 000 tons
Draft (limiting):	32' 6"	35' 5"
Cargo Fuel Capacity:		7.1 mil gal
Cargo Ammunition Capacity:		625 long tons
Anchors:	22,500 lbs	same

Propulsion: 2-600 psi vertically fired boilers supplying main steam to a General Electric steam driven engine turning a single screw, and three General Electric ship's service turbine generators.

Maximum Speed (two boilers):	20 kts	same
Shaft Horse Power:	24, 000 shp	same
Crew:	17 Officers / 235 Enlisted	



Rec'd 4/4/95

12 March 1995

From: Commanding Officer, USS CIMARRON (AO-177)
To: Director of Naval History (OP) 09BH


Subj: COMMAND HISTORY 1994

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command Composition and Organization
(2) Chronology of Events
(3) Narrative: The Year in Review
(4) CDR Felmlly biography
(5) Welcome Aboard Pamphlet
(6) Ship's Photograph

1. In accordance with reference (a), enclosures (1) through (6) are submitted.

2. Point of contact is ENS Mei-Ling A. Marshall, USN, phone: Commercial: (808) 471-9357, DSN: 471-8297.


ENS M.A. Marshall
Public Affairs Officer
By direction of the
Commanding Officer

Command Composition and Organization

USS CIMARRON's mission is to deliver petroleum products and ordnance cargo, either independently or with other combat logistics ships, to fleet units in hostile and other environments. Specific requirements include:

*** Transporting bulk petroleum, oil and lubricants (POL), and ordnance cargo from shore depots to Fast Combat Support Ships (AOEs), Replenishment Oilers (AORs), and Fleet Oilers (AOs), effecting delivery and consolidation underway.

*** Delivering bulk POL and ordnance cargo to combatants and other support forces underway.

*** Delivering and receiving by Vertical Replenishment (VERTREP) and Connected Replenishment (CONREP) dry cargo, fleet freight, limited ordnance, mail and personnel.

USS CIMARRON's immediate superior in command (ISIC) is Commander, Naval Surface Group Middle Pacific, RADM G. S. Holder, headquartered in Pearl Harbor, HI. CIMARRON's Commanding Officer is CDR Michael L. Felmlly and is homeported in Pearl Harbor, HI.

CIMARRON is organized into five departments: Deck, Operations, Engineering, Navigation/Administration, and Supply. Her crew consists of approximately 16-18 officers and 225 enlisted men and women.

CHRONOLOGY - 1994

01 Jan - 10 Jan	Local operations
10 Jan - 28 Jan	TSTA I
22 Jan	Dependents' cruise
29 Jan - 06 Feb	Inport Pearl Harbor, HI
07 Feb - 11 Feb	Computex - DTMD 94-7T PCOSS - Hollywood
12 Feb - 27 Feb	Inport Pearl Harbor, Upkeep period
14 Feb - 25 Feb	IMAV - PH SIMA
28 Feb - 04 Mar	TSTA II
05 Mar - 07 Mar	Inport Pearl Harbor, HI
08 Mar - 13 Mar	Preparations for INSURV
14 Mar - 18 Mar	INSURV
19 Mar - 27 Mar	Inport Pearl Harbor, Upkeep period
28 Mar - 31 Mar	TSTA II
31 Mar	Ran aground outside Pearl Harbor, Towed off by USS Salvor, CDR Torkel Patterson relieved of command, USS Cimarron by Acting Commanding Officer, LCDR David Bergin
01 Apr - 10 Apr	Inport Pearl Harbor, Upkeep period, Sea Trials
10 Apr	CAPT Lenny W. Capello relieved LCDR David Bergin as Commanding Officer, USS Cimarron
11 Apr - 27 Apr	Underway, America Samoa
17 Apr - 19 Apr	Port Visit American Samoa - Flag Day
27 Apr - 09 May	Inport Pearl Harbor
10 May - 13 May	Preparations for OPPE, Underway Hawaiian OpArea
14 May - 16 May	Inport Pearl Harbor
17 May - 20 May	OPPE
21 May - 31 May	Inport Pearl Harbor, RIMPAC 94, Host ship to HMS Provider

Encl (2)

31 May - 16 Jun	RIMPAC, RAS Services in Hawaiian OpArea, CONSTELLATION Battle Group and INDEPENDENCE Battle Group
16 Jun - 23 Jun	Inport Pearl Harbor
19 Jun	CDR Michael L. Felmly relieved CAPT Lenny W. Capello as Commanding Officer, USS Cimarron.
23 Jun - 07 Jul	Underway, RAS Services CONSTELLATION Battle Group, escorting INDEPENDENCE Battle Group half-way to Yokosuka, RAS Services with KITTY HAWK Battle Group in Alaska OpArea
07 Jul - 09 Jul	Inport Pearl Harbor, Preparations for TSTA II
09 Jul - 11 Jul	TSTA II
12 Jul - 17 Jul	Inport Pearl Harbor, CSRR, Preparations for FEP
18 Jul - 20 Jul	FEP, INCHOP to THIRDFLT
20 Jul - 15 Aug	Inport Pearl Harbor, IMAV - SIMA PH Installations: A/N SLQ-25A, SNAP III, BG Cellular, OA-9123 antenna couplers
15 Aug - 21 Aug	Enroute San Diego, CA
21 Aug - 22 Aug	Port Visit San Diego, CA
23 Aug - 02 Sep	FLEETEX, RAS Services CONSTELLATION Battle Group, SOCAL OpArea
02 Sep - 11 Sep	Inport San Diego, CA, Type Training
12 Sep - 22 Sep	FLEETEX, RAS Services CONSTELLATION Battle Group, SOCAL OpArea
23 Sep - 27 Sep	Enroute Victoria, British Columbia
28 Sep - 30 Sep	Port Visit Victoria, British Columbia
01 Oct - 06 Oct	Enroute Pearl Harbor, HI
06 Oct - 14 Nov	Inport Pearl Harbor, IMAV - SIMA PH, Preparations for Deployment
11 Nov	Ordnance On-load, Pier B-26 Pearl Harbor
14 Nov	Ordnance On-load, Anchorage Pearl Harbor - Discovered lube oil piping leaking, delayed deployment

15 Nov - 17 Nov	Inport Pearl Harbor, repaired lube oil piping
17 Nov	LCDR Christopher Wenz relieved LCDR David Bergin as Executive Officer, USS Cimarron Underway WESTPAC
17 Nov - 13 Dec	WESTPAC, RAS services CONSTELLATION Battle Group, Western Pacific OpAreas
22 Nov	Deployment Ordnance Load-out from USS Kiska
25 Nov	THIRDFLT/SEVENTHFLT AOR, INCHOP to SEVENTHFLT
13 Dec - 15 Dec	Port Visit Pusan, Korea
16 Dec - 23 Dec	Enroute Hong Kong, CONSTELLATION Battle Group
23 Dec - 27 Dec	Port Visit Hong Kong
27 Dec - 31 Jan	Enroute Singapore, CONSTELLATION Battle Group

NARRATIVE - 1994

CIMARRON started the year off with operations in the Hawaiian OPAREA, preparing for TSTA I, and a one day Dependents' Cruise. The following inport periods, exercises, and inspections were designed to prepare the crew for Work Ups to obtaining a readiness level that would take CIMARRON through her end of the year deployment.

During TSTA II training, early in the morning on March 31, CIMARRON ran hard aground on Waipio Point when entering the area outside Pearl Harbor. USS Salvor assisted in towing CIMARRON out of the shoal water, and CIMARRON proceeded into port. Upon entering port, CDR Torkel Patterson was relieved of command and LCDR David Bergin, then the Executive Officer, became the acting Commanding Officer. TSTA II training was postponed until later due to CIMARRON's demanding schedule.

More upkeep activities continued, sea trials began and CAPT Lenny Capello assumed command of CIMARRON on April 10, 1994. CAPT Capello took CIMARRON to her first foreign port in several months when the ship sailed to American Samoa for Flag Day festivities. In Pago Pago, CIMARRON participated in the Flag Day parade, hosted innumerable tours for visitors, and celebrated Flag Day with the Samoans.

Upon return to Pearl Harbor, CIMARRON began preparations for OPPE and RIMPAC. As usual, OPPE was hard on the crew but, upon completion, CIMARRON sailed into Pearl Harbor with a broom flying from the highest halyard indicating a "clean sweep" of the inspection.

Preparations for RIMPAC began almost immediately and the Harbor was filled with foreign ships and other Naval vessels from mainland ports. CIMARRON was the host ship to the Canadian ship, HMS Provider, a destroyer. Upon the commencement of RIMPAC, CIMARRON set sail as the duty oiler for USS Constellation and her escorts. Shortly after the beginning of RIMPAC, CIMARRON was tasked with meeting USS Independence and her battle group on their way to the Hawaiian OpArea from Japan. CIMARRON spent the whole of RIMPAC providing RAS Services to both Battle Groups.

Upon completion of RIMPAC, CIMARRON escorted the INDEPENDENCE Battle Group halfway back to Japan. After detaching from INDY, CIMARRON then hurried north toward Alaska to refuel the USS Kitty Hawk and her escorts on their way to the Persian Gulf.

Finally back in Pearl Harbor, CIMARRON completed her TSTA II phase, CSRR, and FEP. Completing all inspections successfully, the ship INCHOPped to THIRDFLT and began an intense IMAV to finish final preparations, repairs and installations for FLEETEX and deployment.

FLEETEX commenced August 23 and CIMARRON operated with the CONSTELLATION Battle Group in the SoCal OpArea. After three weeks filled with intense exercises and RAS services, CIMARRON headed toward British Columbia for a port visit in Victoria.

Upon her return to Pearl Harbor on October 6, CIMARRON began the final phase of preparing for deployment and provided a pre-deployment standdown time for the crew.

During ordance on-load, a Fireman noticed a major leak in the lube oil piping. Investigation led to the discovery of corroded lube oil piping. CIMARRON began repairs and deployment was delayed for two days.

Also during this time, NIS investigations began due to rape allegations of a female CIMARRON sailor against a male CIMARRON sailor. The investigation revealed other fraternization issues and a large investigation was conducted regarding the command climate. Several personnel were relieved of their duties and remained in Pearl Harbor when the ship deployed.

LCDR David Bergin, CIMARRON's Executive Officer was relieved by LCDR Christopher Wenz just prior to CIMARRON deploying the afternoon of November 17th.

WESTPAC 1994-1995 provided many opportunities for CIMARRON to excel at RAS Services with CONSTELLATION and her escorts. The year ended with port visits in Korea, Hong Kong, and Singapore.

1994 has been a long and exciting year for USS Cimarron. Looking back, there were some really rough times, but on the whole, CIMARRON's crew has grown tremendously, come a long way, and has a right to be proud of the successes of 1994.